Scott. H-27—40,000—20-12-38.

P

(1937) Department.

(Marine)

MS SERIES.

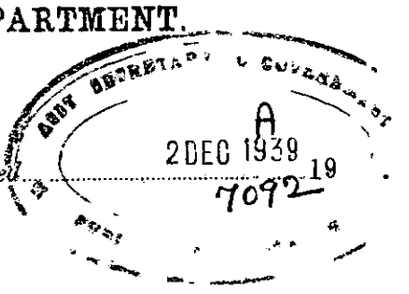
G.O. No.	2807
Dated	7-12-1939

[Despatch Abstract.]

Ports — Coondapoor Appointment of a temporary wharf Supervisor on Rs. 20/- per mensem for six months — Sanctione

C.F. 30.

DEPARTMENT.



Received ..... 19 . *Registered* ..... 19 .

Subject.

Port of Coondapoor - Appointment of a Wharf Supervisor.

ENCLOSURES.
No. .....
.....
Spare copies .....

No. 2680 gl39-1

Station Madras, ... *Dated the* 1st December 1939.

From (Name) W.F. RUFFLE, ESQ.,
(Designation) Presidency Port Officer, Madras.

To The Secretary to the Government of Madras,
Public Works (Marine) Department.

Sir,

G.O.No.Ms. 2564, Public Works (Marine), dated 28-10-1939.

I have the honour to invite a reference to this office letter No.2051 Gl./39-1 dated 13-9-39 and to submit for the re-consideration and orders of Government the question of the appointment of a Wharf Supervisor for the port that was ordered to be re-opened six months hence as per G.O. cited above.

The Landing and Shipping Fees Act has been introduced at the port with effect from 15-11-1939. The season having

having commenced, several country craft enter into and clear from the port with cargo daily and consequently many applications to import and export are expected to be received for payment of landing and shipping fees. Landing and Shipping operations are at present carried out in several remote places alongside the Gangulli river, there being no proper wharves which render it difficult for the Port Conservator to check-weigh cargo single handed for the assessment of Landing and Shipping dues and prevent any loss of revenue resulting thereby. The collection, accounting and the maintenance of the books and registers in connection therewith, as set out in Appendix IV of the Madras Port Manual, involve the employment of an additional whole-time servant at the port.

During the year 1938-39, 919 sailing vessels and 126 steamers with an aggregate tonnage of 32635 and 84322 respectively entered the port while at Adirampatnam, during the same year, only 142 sailing vessels of 7436 tons entered. Steamers do not call at the port of Adirampatnam. It will thus be seen that the Landing and Shipping work at Coondappor is very much more than that at Adirampatnam and bears no comparison to the latter port. During my inspection of the port on 21/22-11-39, after the introduction of the Landing and Shipping Fees Act, I have personally gone into the matter and am satisfied that the additional work involved cannot be carried out by the existing staff of one Port Conservator and one peon and that the employment of a Wharf Supervisor at the port is definitely necessary.

I accordingly request that Government will be pleased to sanction the employment of a Wharf Supervisor for the port of Coondapoor at an early date.

I have in the mean time provisionally ordered the leave reserve Assistant Port Conservator attached to the port of Mangalore to do duty at Coondapur to cope with the increased work pending sanction of Government to the creation of the post of Wharf Supervisor at the port.

I have the honour to be,
Sir,
Your most obedient servant,

W. F. Chubb 1/12

Presidency Port Officer.

Pro(mas)

GS

As orally instructed by Secy the following facts are put up

(1) Go No 256 Pro(mas) d 28.10.39 in which the appointment of a wharf supervisor at Gangolli-Coondapoor was postponed.

(2) Go No 236 Pro (mas) d 2.10.39. in which (see para 2) the units to the abandoned port were postponed

As regards (1) the L&T fees Act has not been (as yet) introduced at the port. Besides steamer patrons referred to in the fr, Porto Novo & Tranquebar also have no wharf supervisor.

As regards (2) please see

(1) para 6 pp 7-8 of Q

(2) pp 24-25 of Q

(3) pp 77-8 of Q

M
29-11-39

29/11

P.P.O Came to the Secy & spoke to me about the above. In view of the increase of work I have authorised him to divert temporarily a man from Mangalore. I have asked him to write officially to Govt on this subject as well as on item (2) above

29/11

4/12

Cns. 7092 A/39. From the P.P.O. No. 2680 SC/39-1
d. 1.12.39.

The introduction of the Madras Outports Dues Fees Act 1885 at the port of Coconadaport was made with a view to see whether the net income from the fees after meeting the incidental recurring expenditure would be sufficient to pay the annual equated payments of the loan which might have to be given to the Dues Fund for inputs to the wharf and reclamation work for which a rough Estimate of about Rs 30000 had been submitted. The Scheme of inputs has been postponed until the effect of the introduction of the Dues Act on the trade of the port is known. The fees came into force about a fortnight back, but two months earlier the P.P.O. had asked for a wharf supervisor, anticipating heavy work. The Govt thought that the appointment was premature & asked him to renew the proposal 6 months hence. The P.P.O. has asked for a reconsideration of this order & wants a wharf supervisor immediately as the season having commenced.

(1) Several country craft enter into & clear from the port with cargo daily & many import cargoes

p.77 of (X) & para 2 of the order on p 1 of (X)

A

p. 8 of (X)

para 2 p 1 (X)

p 1 of (M)

p 7 of (M)

C 7

p. 2 C 7

applications are expected,

(2) Landing & shipping operations are also presently carried out in several remote places alongside the Ganga Mi rivers there being no proper wharves & the P.C. single handed, cannot attend to the work of checking cargo & assess the fees thereon.

p2 c7

(3) Books & registers have to be maintained in connection with the work.

p2 c7

He begs to add that he is personally satisfied after a visit to the port, that the additional work cannot be carried out by the P.C. with an assistant.

do

2. Financial: The income from the L&S fees is put down at Rs 2000 p.a. Half of it goes to the minor ports fund towards Establt charges, Rs 300 on contingencies, 200 on repairs to the road, & Rs 300 on annual repairs to the wharf revetments, leaving a balance of but Rs 200. Perhaps this estimate of receipts is liberal as it is based not on only the trade of the port, but on that of the neighbouring port of Malpe, so that, after all the charges are disbursed, there might possibly be nothing left over. Such being the state of things, the appointment of a wharf supervisor (average pay about Rs 37.8.0 p.m. — a man on the lowest pay of Rs 20 needs not necessarily

pp 24-25 of (X)

do.

× Scale 20 - 3/2 - 35 - 5/2 - 50 average pay about 37½ equivalent to Rs 450 p.a.

be employed) will definitely make the L.T.S. Fund work at a deficit even at the start. On the facts before the Govt a Wharf Superintendent at the port is financially unjustifiable, & we shall have introduced the Act in vain & the purpose of levying by Something in the Fund to meet payments on loans required for the wharf at the port & avoiding a free grant of the entire cost of the works from the minor ports fund will have been defeated.

Half the levy of the L.T.S. will be debited to the L.T.S. Fund & the other half to the M.P.F. – last para page 2 (M)

The merchants are definitely against the levy of the L.T.S. fees & have protested against it, ~~and there will be reasons whether~~ ~~there is a wharf superintendent (and possibly with his assistance, if retained)~~ and there seems to be no prospect of the income from the L.T.S. fees even approximating the size of the income at Malpe where the Act has been in force for a long time. (The figure is Rs 2000.) ~~See p.~~

pp 98–103 of (X)

3. The proposal being unacceptable from the financial point of view, the arguments advanced by the P.W.D. (see (1) & (3) in para 1 on pp 2–3 ante) lose much of their force. Apart from the financial outlook, work connected with the assumed basic revenue figure of Rs 2000 p.a. (averaging less than Rs 6 per diem), ~~which is a liberal estimate as has been pointed out~~, cannot be so heavy

as has been made out. The figures given by the P.P.O. on p. 2 of G.O.No. 2564 Prol(Mar) d 28-10-39 are anticipations & even so, by reducing them to an average of 8 export applications, 10 import applications, 3 each of import & export manifests per day. The figures seems to be on the generous side considering the anticipated daily average in case of less than Rs 6 per diem. The addition to the Secretary work of the P.C. on this account cannot be very much. As to the difficulty about the landing and shipping at remote places, there can be none as regards cargo which is landed, because the customs people will see to it that all of it is landed at the customs wharf, & the work of the Port Dept is easy enough. Shipping at unauthorised places could be penalised by the strict enforcement of the 2 to rules & the difficulty seems to be exaggerated. The rules are sufficiently stiff & they have only to be enforced by the P.C.

(M)

See Rule 1 (D)

D

4. The Mangalore Port office has a staff of 8 clerks &c. besides the Reserve P.C. The temporary arrangements now made could be continued (with the approval of Govt) for the period mentioned in G.O.No. 2564 Prol(Mar) d 28.10.39 & the question of appointing a Secy Dept (may be considered) at the end of that period, having regard to the income from L. & D. fees during the last 12 months, the work involved, & the volume of trade (landed) &c.

(M)

P.T.O.

M 2572 39.

6/6

The PPS letter me that the existing arrangements cannot continue indefinitely as the Examiner PPC might be called out to fill in a casual vacancy at any time. He also undertakes to appoint a Deputy Examiner to do so. A Deputy Examiner may therefore be appointed temporarily for a year. The question of continuing him may be considered after the first year's results are reviewed.

for six months
I think

5/11

5/11

A draft order is submitted for approval.

7/12

7-12

C.D.B
Please take a
S.C. for
separate action 22/
7/12
9

O.F.16.

DRAFT FOR APPROVAL.

P.W.(Mar)

	Date.	Initials.
When received for fair copying ...		
When copied ...		
When examined...		
When signed ...		
When despatched.		

SUBJECT:—

Ports - Coondapoor - Appointment of a temp.y Wharf Supervisor on Rs 20 p.m. for six months - Sanctioned.

READ AGAIN G.O. No 2564 P.W.(Mar) dated 28.10. 1939 M.

" " " 19.

READ *ALSO*:—

C. No. 70924/39 From the P. P. O., No. 2680 GL/39-1 dated 1-12- 1939 C.F.

" " " " " 19.

" " " " " 19.

Order / ~~Resolution~~ Ms. / ~~Rout.~~ No. 280 dated 7/12/1939.

— In the circumstances mentioned by the P.P.O. in his letter read above the govt are pleased to sanction the appointment of a temp.y Wharf Supervisor on Rs 20/- p.m. at the port of Coondapoor for a period of six months from the date of employment

2 The P.P.O. should submit his proposal, if necessary, for continuance of the post, sufficiently in advance before the expiry of this sanction. The proposal should also be supported with statistics comparing the volume of trade at Coondapoor with that of other ports

10

~~[illegible]~~ where

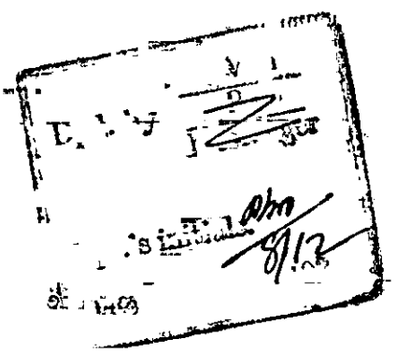
no Whart Supervisors are employed
3 — where — but the Madras outports Act
6/12 Factories Act is in force

M
6/12 39

To

The P. P. O.

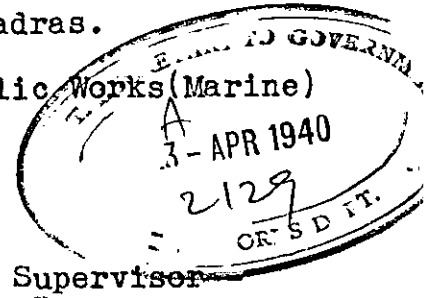
Exr of C. F. A.



-:TELEPHONE MESSAGE:-

From the Presidency Port Officer, Madras.

To the Secretary to Government, Public Works(Marine) Department.
Dated the 1st April 1940.



Coondapur - Temporary Wharf Supervisor
G.O.No.Ms.2807, Public Works Department
dated 7

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p2 of g.o.no. 2807 P W (M) 7/12.39 (G)

With reference to the last paragraph of this office letter to Government No.2680 G1/39-1 dated 1-12-39 will you kindly let me know if Sri Sanjivi Karwar who is being appointed as officiating Temporary Wharf Supervisor on Rs.20 per mensem after 3 months' training in port work may be attached to Mangalore instead.

W.F.Ruffle,
Presidency Port Officer.

Post copy in confirmation.

F o r w a r d e d.

Assistant to the
Presidency Port Officer.

See

T.M. 12

To

The P.P.O

Subject:- Coondapur port-
Employment of a wharf
Supervisor-
Rfce your T.M. of 1.4.40

Will you please address
Govt officially, stating the
reasons ~~in support of~~ for your
proposal!

P.C. despd.
5/4
P.C. to JO

Issued
4/4

4/4

4/4

4/4

Note: The post against which
Rajamani was appointed seems
to be the one sanctioned on a
fixed pay of Rs 20 for Coondapoor
& he should not be sent to fill
the vacancy against which he was
appointed is not known; nor also
the necessity for this reference by us.

4/4

4/4

13

1,002—13-9-38.

2229A

8-APR 1940

*Received*_____193 . *Registered*_____193

Subject.

Madras Port Subordinate Service - Temporar

Wharf Supervisor for Coondapur -

ENCLOSURES

No._____

Spare copies_____

No 2532 G/39-2 *Madras, dated* 5th April, 1940

From (Name) W. F. Ruffle Esquire,

Presidency Port Officer, Madras,

To The Secretary to the Government of Madras,

Public Works (Marine) Department.

Sir,

pp 9-10 of G

G.O.No. Ms. 2807 Public Works Department dated 7.12.'39 and Telephone Message from Government dated 4.4.1940.

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p12 of G.

I have the honour to state that Sri Sanjivi Karwar, who was selected for appointment as temporary wharf supervisor for six months on Rs.20/- per mensem at Coondapur completed his three months' training in Port work on 25.3.1940. It is considered that it would conduce to greater efficiency if a more experienced wharf supervisor is attached to the Port of Coondapur. As the pay of the above wharf supervisor is Rs.20/- (fixed), I request that I may please be informed if Sanjivi Karwar may, after appointment, be attached to the Port of Mangalore and the arrangement referred to in last para of my letter

p2 of (5)

14

letter to Government No.2680 Gl./39-1, dated 1.12.'39 continued for six months from the date of appointment of Sanjivi Karwar.

p 2 of (G)

I have the honour to be,

Sir,

Your most obedient servant,

W. H. Rubble 5/4

Presidency Port Officer.

yue

Z-5.

15

urgent

P.W. (Mar.

Memo. no. 2229 A/40-1 dy

Port of Coondapoor- continuance of the temp.y wharf Supervisor.

Refce from the P. P. o. no. 2532-gl/39-2 dy 5-4-40

C.F

The attention of the P.P.O. is invited to para 3(ii) of g.o. no. 739 P.W. (Mar) dy 9-4-1940 and he is requested to withdraw the leave reserve A.P.C. from the port of Coondapoor and to post the newly trained wharf Supervisor instead.

2 The period of sanction ~~for the~~ given in g.o no. 2809 P.W. (Mar) dy 7-12-1939 will begin from the date on which the leave reserve A.P.C. was deputed to work at Coondapoor. Joined duty at that port.

11/4

11.4.40.

11/4

S

Note. Para 1 above. Please see also p 3 N.F. in the C. F. below. removed

Para 2 above. Vide para 1 of g.o. on p 9 N.F.

11/4

11-4-40

11/4

Remind draft submitted in the C. F.

15/4

If he wants a "more experienced man" at Coondapoor we need not expect. The new man may be attached to Mangalore

12/4

To

The P. P. O.

" Exr of C. F. A.
(with a copy of C.F.)

A revised draft Memo is subd for approval

17/4

os 1
17/4

13
18/4

16

P. W. (Marine)

Memo no 2229 A/40-1 dt 18.4.40

Port of ~~Goa~~ Coondapoor -
Wharf supervisor.

C.F.

Ref. from the P. P. O. no. 2532 fl/39-2
dt 5-4-1940

The Presidency Port officer is informed that there is no objection to his proposal to the continuance of the leave reserve Assistant Port Conservator at Coondapoor till the end of ~~the end of~~ the present sanction for the temp. wharf supervisor, the newly trained wharf Supervisor being posted (~~instead~~ & take his place at Mangalore.

2 The period of sanction given in go. no. 2807 P.W.(Mar.) dt 7.12.39 will begin from the date on which the leave reserve A.P.C. deputed to work at Coondapoor joined duty at ~~for~~ that port.

To

The P. P. O.

.. Sxr of L. F.A. (with a copy of C.F.)

Despd with encls.
8/4

11/4.

1574

17/4